



Application

17065 - 2022 Transit System Modernization

17615 - 38th Street Station Modernization

Regional Solicitation - Transit and TDM Projects

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What Grant Programs are you most interested in? Regional Solicitation - Transit and TDM Projects

Organization Information

Name: Metro Transit

Jurisdictional Agency (if different):

Organization Type:

Metropolitan Council

Organization Website:

Address:

560 Sixth Avenue North

*

Minneapolis

Minnesota

55411

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

651-602-1000

Ext.

Fax:

PeopleSoft Vendor Number

METROTRANSIT

Project Information

Project Name

38th Street Station Modernization

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Minneapolis

Jurisdictional Agency (If Different than the Applicant):

Metro Transit is seeking \$5,136,000 in federal funds through the Regional Solicitation process, matched with \$1,284,000 in local funds for modernization of the 38th Street Station Transit Center. Opened in 2004, the design of the 38th Street Station Transit Center did not incorporate the full breadth of modes now available to transit users -- notably, the current design lacks support for micromobility services or the current level of walking or rolling access to the station. In addition, the proximity of the existing bus turnaround to the intersection with Hiawatha Avenue results in backed up traffic and transit delays.

This project will make critical improvements to bus operations, pedestrian access, micromobility facilities and bicycle infrastructure. These improvements will provide faster and more reliable transit service; faster, safer, and more pleasant pedestrian connections and waiting spaces; safer bicycle connections and more plentiful bicycle storage solutions. Providing a safer and more convenient crossing for pedestrians and cyclists is a particularly important equity component of this project.

By making more efficient use of land, a portion of the site will also become available for future transit-oriented development (TOD). This TOD will introduce new transit riders, create a safer and more pleasant transit user experience by adding activity to the site, bring new commercial space to the neighborhood, and introduce new access to both affordable and market rate housing for local communities.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

Metro Transit 38th Street Station Modernization

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.5

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$5,136,000.00

Match Amount \$1,284,000.00

Minimum of 20% of project total

Project Total \$6,420,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Regional Transit Capital and the Motor Vehicle Sales Tax

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2026, 2027

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2023, 2024, 2025

Select all years that are feasible if funding in an earlier year becomes available.

For All Projects

Identify the Transit Market Areas that the project serves: 1, 2

See the "Transit Connections" map generated at the beginning of the application process.

For Park-and-Ride and Transit Station Projects Only

County, City, or Lead Agency Metro Transit, Minneapolis, Hennepin County

Zip Code where Majority of Work is Being Performed 55406

(Approximate) Begin Construction Date 05/01/2023

(Approximate) End Construction Date 11/30/2023

Name of Park and Ride or Transit Station: 38th Street Station

e.g., MAPLE GROVE TRANSIT STATION

TERMINI: (Termini listed must be within 0.3 miles of any work)

From:
(Intersection or Address)

38th Street and 29th Avenue

To:
(Intersection or Address)

38th Street and Hiawatha Avenue

DO NOT INCLUDE LEGAL DESCRIPTION

Or At:
(Intersection or Address)

Primary Types of Work

Sidewalk Improvements, Bus Turnaround Realignment, Bike Shelter, Bus Shelter, Ped Ramps, Traffic Signals, Transit Center Amenities

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B: Safety and Security (pp. 2.5-2.8)

Objective A: Reduce crashes and improve
safety/security

B6: Provide facilities for safe walking and bicycling

Goal C: Access to Destinations (pp. 2.10-2.24)

Objective A: Increase availability of multimodal
options

Objective B: Increase travel time reliability &
predictability

Objective D: Increase trips taken by transit/non-
SOV modes

Objective E: Improve multimodal travel options

C1: Plan multimodal transportation systems

C11: Expand & modernize transit service

C17: Provide transportation choices

Goal D: Competitive Economy (pp. 2.26-2.28)

Objective B: Invest in multimodal system

D3: Improve connections to jobs, promote
economic development

Goal E: Healthy and Equitable Communities (pp.
2.30-2.34)

Briefly list the goals, objectives, strategies, and associated pages:

Objective A: Reduce emissions

Objective B: Reduce environmental impacts

Objective C: Increase non-SOV travel for health

Objective D: Provide mobility for all

ages/abilities/communities

E3: Consider needs of all potential users

E7: Avoid impacts to underrepresented

Communities

Limit 2,800 characters; approximately 400 words

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

The 38th Street Station Modernization Project addresses transportation problems and needs discussed in:

2040 Transportation Policy Plan

Thrive MSP 2040

Minneapolis Transportation Action Plan (TAP)

Metro Transit Network Next

Minneapolis Vision Zero

Limit 2,800 characters, approximately 400 words

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Check the box to indicate that the project meets this requirement. Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project elements in more than one funding application category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

Transit Expansion: \$500,000 to \$7,000,000

Transit Modernization: \$500,000 to \$7,000,000

Travel Demand Management (TDM): \$100,000 to \$500,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 03/01/2021

Link to plan: <https://metro council.org/About-Us/Publications-And-Resources/DIVERSITY-EQUITY/ADA-Transition-Plan.aspx>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation:

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link.

Upload as PDF

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Transit and TDM Projects

For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

Check the box to indicate that the project meets this requirement.

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

Check the box to indicate that the project meets this requirement.

Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement. Yes

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$200,000.00
Removals (approx. 5% of total cost)	\$750,000.00
Roadway (grading, borrow, etc.)	\$225,000.00
Roadway (aggregates and paving)	\$335,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$400,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,910,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$1,065,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00

Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$1,500,000.00
Totals	\$2,565,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$750,000.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$800,000.00
Right-of-Way	\$330,000.00
Other Transit and TDM Elements	\$65,000.00
Totals	\$1,945,000.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$6,420,000.00
Construction Cost Total	\$6,420,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 2512

Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer 0

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

Please upload attachment in PDF form.

Explanation of last-mile service, if necessary:

(Limit 1,400 characters; approximately 200 words)

Upload Map

1649955561846_2022_38thStStation_PopulationEmployment_Map.pdf

Please upload attachment in PDF form.

Measure B: Transit Ridership

Existing transit routes directly connected to the project 14, 22, 23, 901-METRO Blue Line

Select all routes that apply.

Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)

Select all transitways that apply.

Upload Map

1649955724014_2022_38thStStation_TransitConnections_Map.pdf

Please upload attachment in PDF form.

Response

Met Council Staff Data Entry Only

Average number of weekday trips 0

Measure: Usage

Existing Transit Routes on the Project 14, 22, 23, 901-METRO Blue Line, Other

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

Within a half mile of the 38th Street Station transit center, 12.7% of residents are Black or African American, 2.7% are Asian or Pacific Islander, 4.2% are two or more races, and 8.5% are Hispanic or Latino. 13.9% of residents within a half mile of the station have a disability. 11.9% have incomes below the poverty level, while another 6.9% are under 149% of the poverty level. 12.1% of residents are 65 years or older. (MN Compass)

11.3% of households within a half mile of the station don't own a car. (MN Compass)

Response:

In fall 2021, Metro Transit completed a pilot update to the on-board survey last completed in 2016. The pilot, performed on key, busy routes, found that the share of riders who identify as Black, Indigenous or People of Color (BIPOC) increased from 50% to 55%. Additionally, about 40% of riders who make less than \$60,000 a year continued to ride, compared to 24% of those who make more than \$60,000 a year. The share of trips made by those with disabilities increased from 11% in 2016 to 18% in the 2021 pilot.

The Metro Transit system is a powerful tool for equity within our region, but when components like the 38th Street Station transit center become outdated they fail to meet the needs of our community's most vulnerable. More people are biking, walking, and scootering to the transit center than was imagined when it opened alongside the METRO Blue Line in 2004. Many of these transit riders are passing through the station from nearby Regional Environmental Justice Areas. The project will bring needed safety improvements that will have an impact on dignified access from nearby communities of color and low income residents. Significantly, Native American and Black residents

are disproportionately impacted by traffic deaths, and the intersections that will be improved through this project are part of the High Injury Network in Minneapolis.

Previous public engagement efforts for the broader project ? both transit center modernization and future mixed-use transit oriented development (TOD) ? focused specifically on nearby residents. Part of the transit center modernization project moving forward will be to renew engagement efforts, putting a focus on amplifying disenfranchised voices.

(Limit 2,800 characters; approximately 400 words):

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

By making more efficient use of land, a portion of the site will become available for a future transit-oriented development (TOD), representing more than \$35 million in private investment. This TOD will bring new transit riders, create a safer and more pleasant transit user experience, and introduce new access to housing and retail opportunities for nearby communities, including in regional environmental justice areas.

The scope of the proposed development includes 133 housing units and nearly 30,000 square feet of commercial space (office and retail). The new commercial spaces, paired with pedestrian plazas, will provide a welcoming new retail experience for local residents. The developer intends to target a restaurant or café for one of the spaces.

Response:

Combining the future TOD with the modernized transit center will allow these new residents and the local community to more easily access the thousands of job opportunities located in downtown Minneapolis as well as the health care, grocery, childcare opportunities that are already located along the METRO Blue Line and the local bus routes 7, 14, 22 and 23.

Furthermore, the project will make critical improvement to bus operation, pedestrian access, micromobility facilities and bicycle infrastructure. These improvements will provide faster and more reliable transit service; faster, safer and more pleasant pedestrian connections and waiting spaces; safer bicycle connections and more plentiful bicycle storage solutions. The 38th Street Station is the primary METRO Station for an adjacent Area of Persistent Poverty and residents of this area must cross the notably dangerous

intersection of Hiawatha Avenue and 38th Street to access the station. Providing a safer and more convenient crossing for pedestrians and cyclists is a particularly important equity component of this project.

The project's sidewalk improvements will significantly improve access for riders and residents with limited mobility and disabilities. The existing sidewalks around the site are narrow, frequently obstructed by things like utility poles, and often damaged. By widening the sidewalks, providing street trees, and clearly designating locations for both bike storage and micromobility technology storage, the modernization project will ensure that the transit center is accessible to all.

(Limit 2,800 characters; approximately 400 words):

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

The Socio-Economic Conditions map generated through the application process shows 894 publicly subsidized rental housing units in census tracts within ½ mile of the 38th Street Station transit center.

A new apartment building planned for 3716 Dight Ave S will include 500 units, of which 125 will be restricted to renters making 50% and 60% AMI. Another residential development is planned near the station that will not have restricted affordable units, but is planned to have 40 studio units and 62 one bedroom units available at 80% AMI based on market rents in the area. Though not subsidized, these additional units will still provide needed housing, potentially relieving pressure on the affordable housing market.

Response:

The proposed TOD development made possible by the transit service rerouting includes 133 housing units and nearly 30k square feet of commercial space (office and retail). The developer also plans to include affordable housing in the proposed development:

- 31 units affordable @ 60% of area median income
- 40 units affordable @ 80% of area median income

Building affordable housing near transit is particularly valuable since transit is important to addressing the combined burden of housing and transportation costs on low-income households. It will also allow these new residents and the local community to more easily access the thousands of job opportunities located in downtown Minneapolis as well as the health care, grocery, childcare opportunities that are already located along the METRO Blue Line and the local bus routes 7, 14,

22 and 23.

Improved biking and walking access to the transit center will allow community members to more effectively access destinations without the use of a personal automobile ? AAA estimated that the annual cost of owning a new car is more than \$9,200, and a used car will still require significant costs. Lowering the combined cost burden of transportation along with housing has an amplified impact on the lives of low-income residents. Improvements to the transit center will also improve community cohesion and bring new activity to the area. The existing layout of the station leaves pedestrians feeling isolated and exposed. With expanded sidewalks, updated shelters, new landscaping, real time signs, in addition to the new activity brought by patrons of the future TOD, transit users will instead feel connected and prioritized.

(Limit 2,800 characters; approximately 400 words):

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649962526082_2022_38thStStation_Socio-economicMap.pdf

Measure A: Description of emissions reduced

This project will contribute to emissions reduction in several ways. First, it will allow for construction of a transit-oriented development (TOD) adjacent to a transit center with light rail, bus rapid transit, and local bus service. This site also serves as an important connection point to regional and local bicycle routes and micromobility services. Collectively, development in this location will allow residents to more readily use low- or no-emission forms of transportation to meet their daily needs.

Local travel data indicates that development located near high-frequency transit has a significantly higher transit mode-share than developments that are not walking distance from high-frequency transit service. Metro Transit has also observed that the Residential Pass Program can increase transit use even further. During a pilot program, residents that paid per-trip for transit prior to the pilot, increased their transit trips by 70% during the pilot. We also observed a significant increase in new transit users. This program, which is a planned part of the TOD, will reduce emissions by reducing single-occupant vehicle trips.

Response:

In addition to enhancing transit use, the project will incorporate significant enhancements to pedestrian, bike and micromobility infrastructure. All modes will benefit from improved access to and through the site with wider sidewalks and additional connections. Metro Transit will also construct a new secure bike storage facility for transit users that may be accessed with a transit pass, which will encourage active transportation.

Finally, this project will reduce emissions by reducing incidence of bus idling. A significant issue with the existing transit center is that busses exiting the facility frequently have to wait several signal cycles before they may exit. This is due to vehicles

queuing from Hiawatha Avenue and blocking the intersection. Idling busses consume an estimated .95 gallons of diesel for every hour of idle time. Based on the traffic study conducted for this intersection, busses idle at this intersection for an estimated 176 hours per year. The new design will eliminate this excess idle time by relocating where busses enter back onto 38th Street.

(Limit 2,800 characters; approximately 400 words)

Applicants are recommended to provide any data to support their argument.

Upload any data

Please upload attachment in PDF form.

Measure C: Improvements and Amenities

This project will make critical improvement to bus operation, pedestrian access, micromobility facilities and bicycle infrastructure. These improvements, which are detailed below, will provide faster and more reliable transit service; faster, safer and more pleasant pedestrian connections and waiting spaces; safer bicycle connections and more plentiful bicycle storage solutions. The 38th Street Station is the primary METRO Station for an adjacent Area of Persistent Poverty and residents of this area must cross the notably dangerous intersection of Hiawatha Avenue and 38th Street to access the station. Providing a safer and more convenient crossing for pedestrians and cyclists is a particularly important equity component of this project.

Response

The bus stop facilities at this station will be significantly improved. A new bus shelter will be constructed at each of the four bus gates. Each of the gates will also be outfitted with a real-time transit information sign that will provide the arrival time for the next buses. These gates will also include new transit signage, lighting, street trees, and benches to improve the quality of the waiting experience. Research has found that high quality bus stop amenities have the benefit of reducing perceived wait time by transit customers.

The project will install a new traffic signal at the intersection of 38th Street and 29th Avenue. This signal will facilitate bus movements onto 38th Street with minimal delay. The intersection will also include new marked crossings and accessible ramps for pedestrians.

The extension of 30th Avenue to allow bus traffic to circulate efficiently through the project site will reduce idle times for Metro Transit buses, significantly improving service reliability especially

during peak travel times. The rerouted bus circulation will also reduce conflicts between buses, automobiles, pedestrians, and micromobility transit users, again reducing idle times and improving safety around the multimodal center.

A new traffic signal will also be installed at the intersection of the new 30th Avenue and 39th Street. The new connection is expected to produce a significant improvement to the operation of the eastbound route 23. A TDMP for this station identified a 2.5 minute delay for buses exiting the transit center and heading eastbound during peak service. This delay is caused by the proximity of the transit driveway to the intersection of Hiawatha Avenue and East 38th Street. Vehicle queues at this intersection prevent buses from exiting the transit center promptly. With the new configuration, the average delay is calculated to be just 6.5 seconds. The route 23 operates 17 buses during peak service. The average bus load is 8.5 passengers. The average travel times savings per trip during peak service is 2.39 minutes.

There are several existing accessibility barriers that prevent convenient and safe access to the transit center. These include narrow sidewalks with impediments like poles, indirect connections, uneven surfaces, and physically isolated sidewalks. This project will address those barriers by creating wider sidewalks, new and more visible pedestrian connections, and new traffic signals with marked pedestrian crossings. Improved sidewalks will be created on both sides of 38th Street, the east side of 29th Avenue and both sides of 30th Avenue. The project will add further site furnishings, including street trees, irrigation, and bike racks. These improvements will create a more dignified space for pedestrians, while the new layout of the site will

ease access for all users, whether they roll, walk, or drive to the transit center.

In addition to the general bike racks near the station, this project will construct a state-of-the-art secure bicycle storage facility. The storage facility will be accessible with a transit pass and will provide bicycle maintenance equipment, shelter from the elements, a bench for removing gear, and options for a variety of bike types. This improvement is anticipated to increase cycling to and from the station, where current bike storage facilities are inadequate. This facility is intended to address the concerns of transit customers that their bikes may be stolen from a standard bike rack. The facility is anticipated to attract new transit customers and allow for more Bike and Ride trips, enabling more transit users to incorporate active transportation into their trips.

Ultimately these transit center improvements will help transit riders of all types feel safer and more comfortable accessing 38th Street Station. Researchers have found that quality waiting facilities and pedestrian infrastructure can have a positive effect on perceptions of waiting time for transit customers. When waiting for the bus or LRT passes quickly, and the buses themselves are on time and move easily through traffic, transit riders at the 38th Street Station transit center will be more likely to return.

This project also includes include improvements to the pedestrian crossing infrastructure at the intersection of Hiawatha Avenue and East 38th Street. These improvements are designed to improve the safety and convenience of crossing the intersection for pedestrians living in the adjacent of Area of Persistent Poverty. They will include removal of the slip-lanes and narrowing the

crossing distance where possible. The improvements will be modeled on the improvements that have been designed for the intersection of Hiawatha Avenue and 26th Street, shown in the attached Maps file. These intersections share similar geometry.

(Limit 5,600 characters; approximately 800 words)

Measure A: Roadway, Bicycle, and Pedestrian Improvements

The existing transit center includes a bus turnaround, four bus stops, two shelters, bike racks, outdated bike lockers, and a connection to the METRO Blue Line. The bus turnaround exits onto 38th Street at an unsignalized intersection. 29th Avenue and 38th Street is also an unsignalized intersection. Sidewalks throughout the site are not wide enough for efficient walking and rolling access, with many sections of sidewalk interrupted by utility poles and other impediments. Transit users needing to cross the Hiawatha Avenue and 38th Street intersection must face heavy car traffic and slip lanes.

Project includes:

- New walking and biking connections with 29th Avenue
- New traffic signal, marked pedestrian crossing, ADA ramps at the intersection of 38th Street and 29th Avenue
- Wider, unobstructed sidewalks on both sides of 38th Street, both sides of 30th Avenue and the East side of 29th Avenue
- Safer pedestrian crossings at Hiawatha Avenue and East 38th Street
- Secure bike storage facility
- Additional bike racks
- New street trees and improved lighting
- Upgraded bus shelters
- Two new pedestrian plazas

Response

The improved pedestrian crossings at Hiawatha Avenue and 38th Street will include the removal of slip-lanes. While slip-lanes may marginally improve travel times for motorists, transportation professionals increasingly see them as dangerous for non-motorists. 38th Street is a significant corridor for pedestrian and bicycle traffic. The addition of a traffic signal and marked crosswalk will support safe and efficient pedestrian and bicycle movements through the intersection of 38th Street and 29th Avenue.

Safety improvements along 38th Street are particularly important because this corridor was identified as a Crash Concentration Corridor in a City of Minneapolis Pedestrian Crash Study in 2017. 75% percent of all major pedestrian crashes occurred on the High Injury Network in Minneapolis, which includes 38th Street. The intersection of Hiawatha Avenue and 38th Street was also identified as one of the worst intersections in Minneapolis for pedestrian crashes. Significantly, Native American and Black residents are disproportionately impacted by traffic deaths. Bicyclists and pedestrians are also over-represented in severe traffic injuries and deaths.

By rerouting bus traffic through the site, the project will also eliminate conflicts between automobiles and transit service. The future TOD will include drop off access for the transit center, including for ride-sharing and taxi services. The new transit center layout thus allows for efficient access by walking, rolling, biking and driving, in addition to the existing bus and LRT service. Each mode will have dedicated space by which to access the transit center, thereby improving access for everyone.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

The Lander Group, as part of designing the proposed TOD for the reworked site, held two public community engagement meetings. The feedback provided in these meetings was used to guide the design of the proposed future TOD, particularly of the planned public plazas and retail spaces. Metro Transit has also brought together stakeholders including city staff, Council staff, local elected officials, MNDOT staff, and others to identify key needs for the updated transit center. Staff have reviewed the project scope with the Council Member for this district, Abdirahman Muse, and he has expressed strong support for the combined infrastructure/TOD project. In 2017, the Metropolitan Council voted unanimously in favor of the TOD project.

Metro Transit has coordinated with MNDOT on the proposed modification of the Hiawatha Ave and 38th Street intersection and MNDOT has expressed support for the project.

Given that preliminary designs and engagement were completed by 2019, the 38th Street Transit Modernization project will include new engagement efforts centered around the transit center as part of the final design process.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649910775173_2022 38thStreetStation Modernization - Layout.pdf

Please upload attachment in PDF form.

Additional Attachments

1649910775163_2022 38thStreetStation Modernization - Preliminary TOD Siteplan.pdf

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure: Cost Effectiveness

Total Annual Operating Cost:	\$0.00
Total Annual Capital Cost of Project	\$90,300.00
Total Annual Project Cost	\$90,300.00

The total cost for this project is anticipated to be \$6,420,000. Of that, \$330,000 for the acquisition of a small parcel to complete the new 30th Avenue connection. This cost is annualized using a 100-year useful life for real property.

The primary project cost is for the construction of the rerouted Transit Center, which does include funds for the secure bike storage area and other transit amenities. There will be a number of components with shorter useful life than the transit center generally, including transit shelters which typically have a 20-year useful life. However, given that a useful life is provided for Transit Centers generally and that most project costs apply to the transit center as a whole, the project costs have been annualized using a 70-year useful life.

Thus the total annual project cost is the sum of the annual cost of the land acquisition (\$3,300) and the annual cost of project construction of the Transit Center (\$87,000) for a total annual cost of \$90,300.

Operating and maintenance costs for the site are estimated to be comparable to existing costs.

Assumption Used:

(Limit 1400 Characters; approximately 200 words)

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments

File Name	Description	File Size
38thStStation Map Attachments.pdf	38th Street Station - Assembled Map Attachments	548 KB
38thStStation Project Description.pdf	38th Street Station Modernization - Project Summary	660 KB
Existing Conditions2.pdf	38th Street Station Modernization - Existing Conditions	6.3 MB
RS MnDOT Letter Metro Transit 38thStreetStatio.pdf	38th Street Station - MNDOT Letter of Support	188 KB

Population/Employment Summary

Transit Modernization Project: 38th Street Station Modernization | Map ID: 1649919410825

Results

Within QTR Mile of project:

Total Population: 11512

Total Employment: 2512

Postsecondary Students: 0

Within HALF Mile of project:

Total Population: 22098

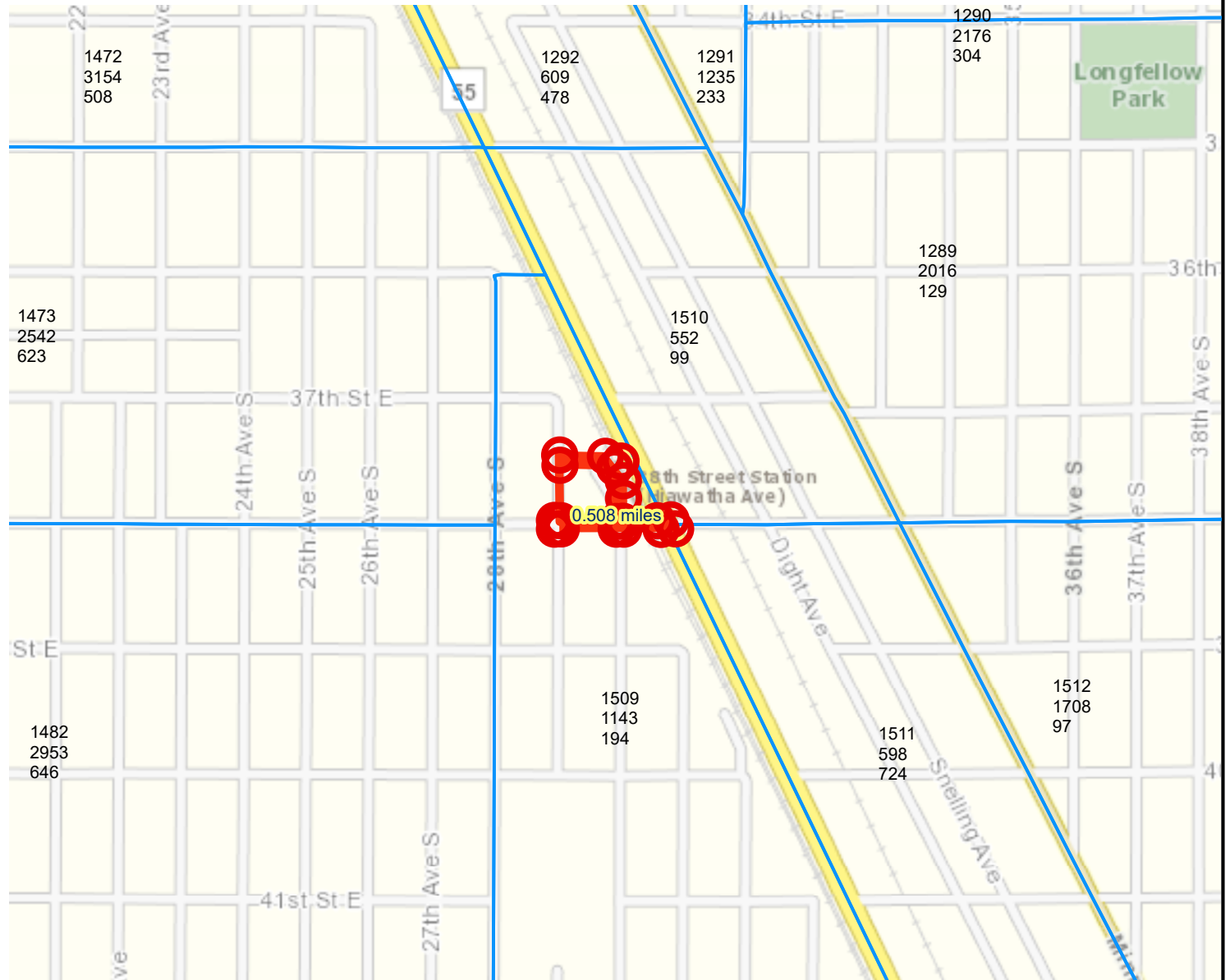
Total Employment: 4330

Postsecondary Students: 0

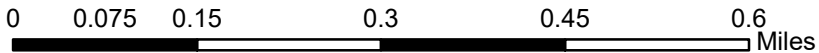
Within ONE Mile of project:

Total Population: 37883

Total Employment: 9220



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/14/2022
LandscapeRSA4



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Transit Connections

Transit Modernization Project: 38th Street Station Modernization | Map ID: 1649919410825

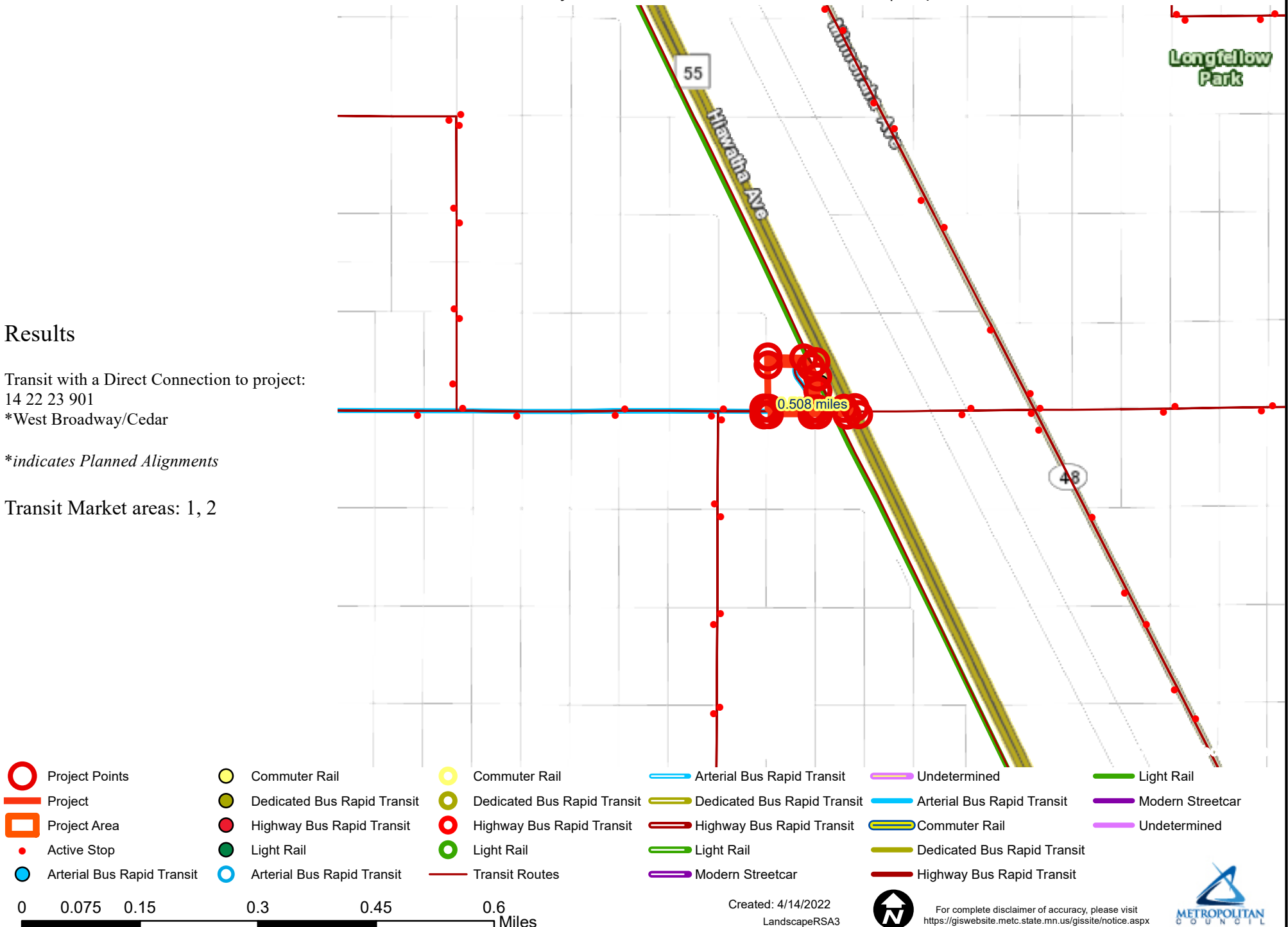
Results

Transit with a Direct Connection to project:
14 22 23 901

*West Broadway/Cedar

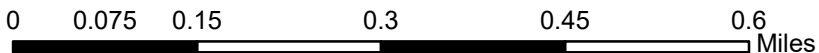
*indicates Planned Alignments

Transit Market areas: 1, 2



Longfellow Park

- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Arterial Bus Rapid Transit | | Undetermined | | Light Rail |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Active Stop | | Light Rail | | Light Rail | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Transit Routes | | Modern Streetcar | | Highway Bus Rapid Transit | | |



Created: 4/14/2022
LandscapeRSA3



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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



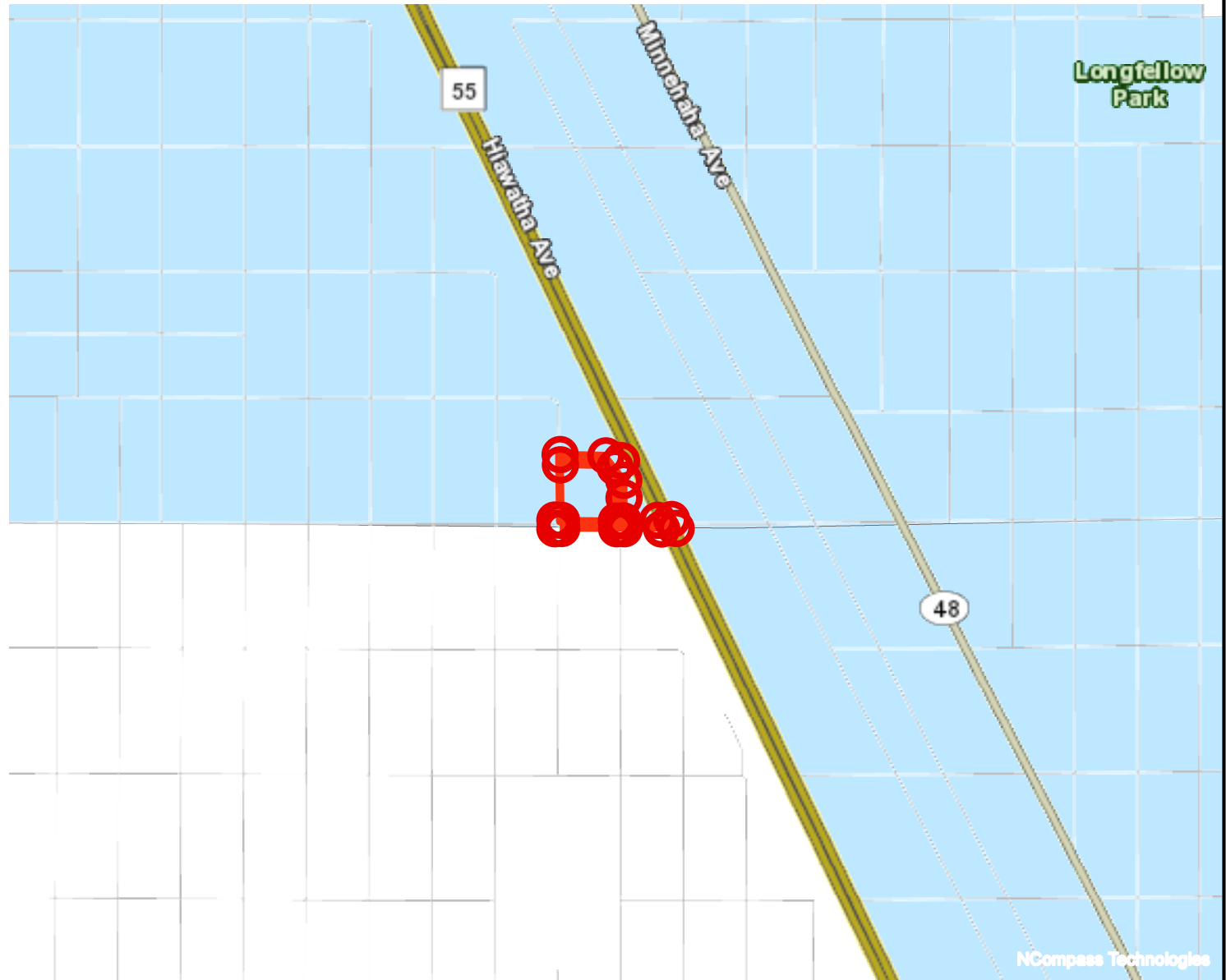
Socio-Economic Conditions





Transit Modernization Project: 38th Street Station Modernization | Map ID: 1649919410825

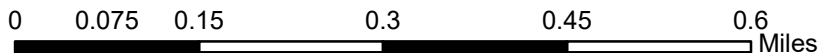
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 894

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



-  Points
-  Lines
-  Area of Concentrated Poverty
-  Regional Environmental Justice Area

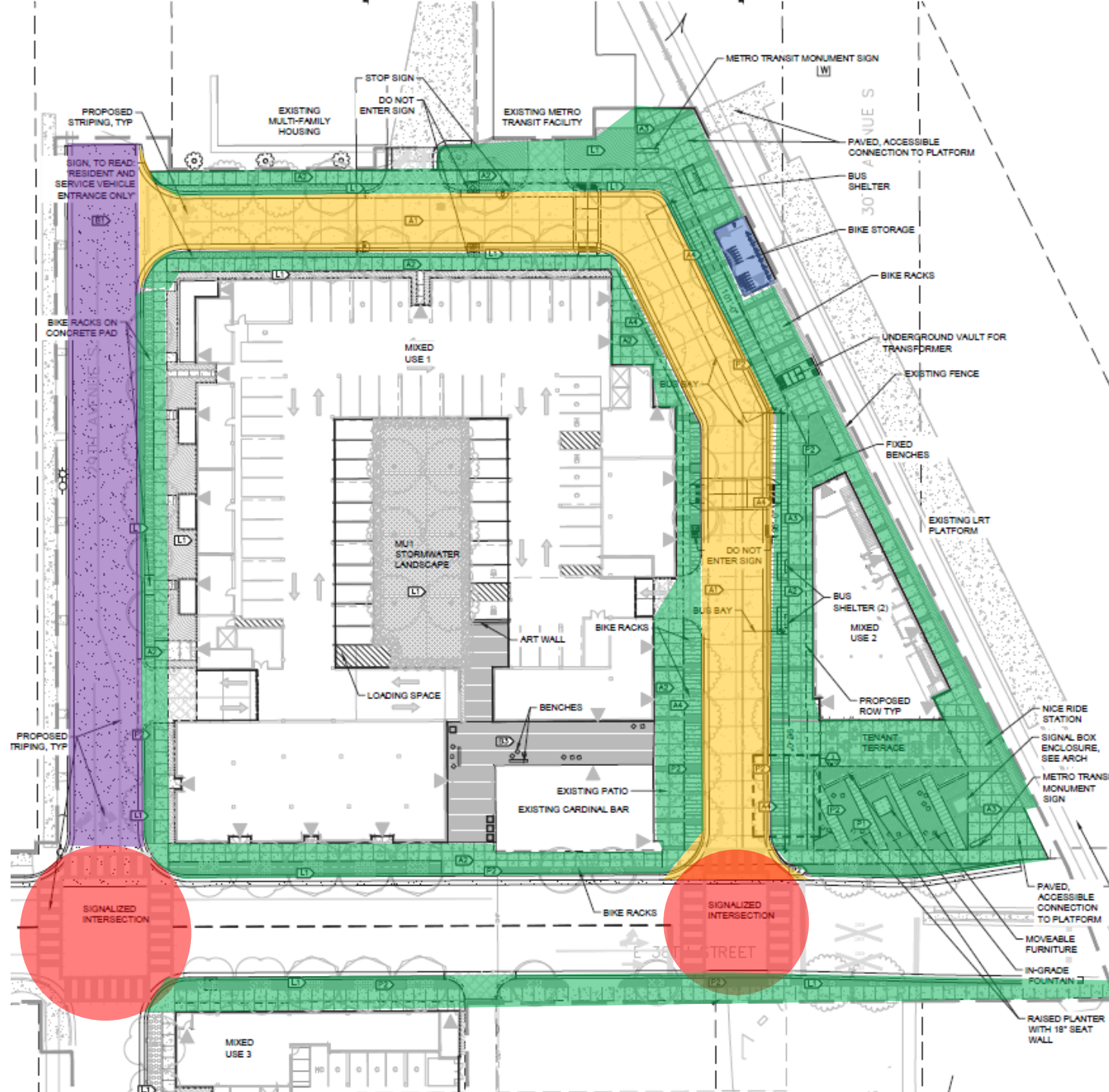


Created: 4/14/2022
LandscapeRSA2



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LEGEND

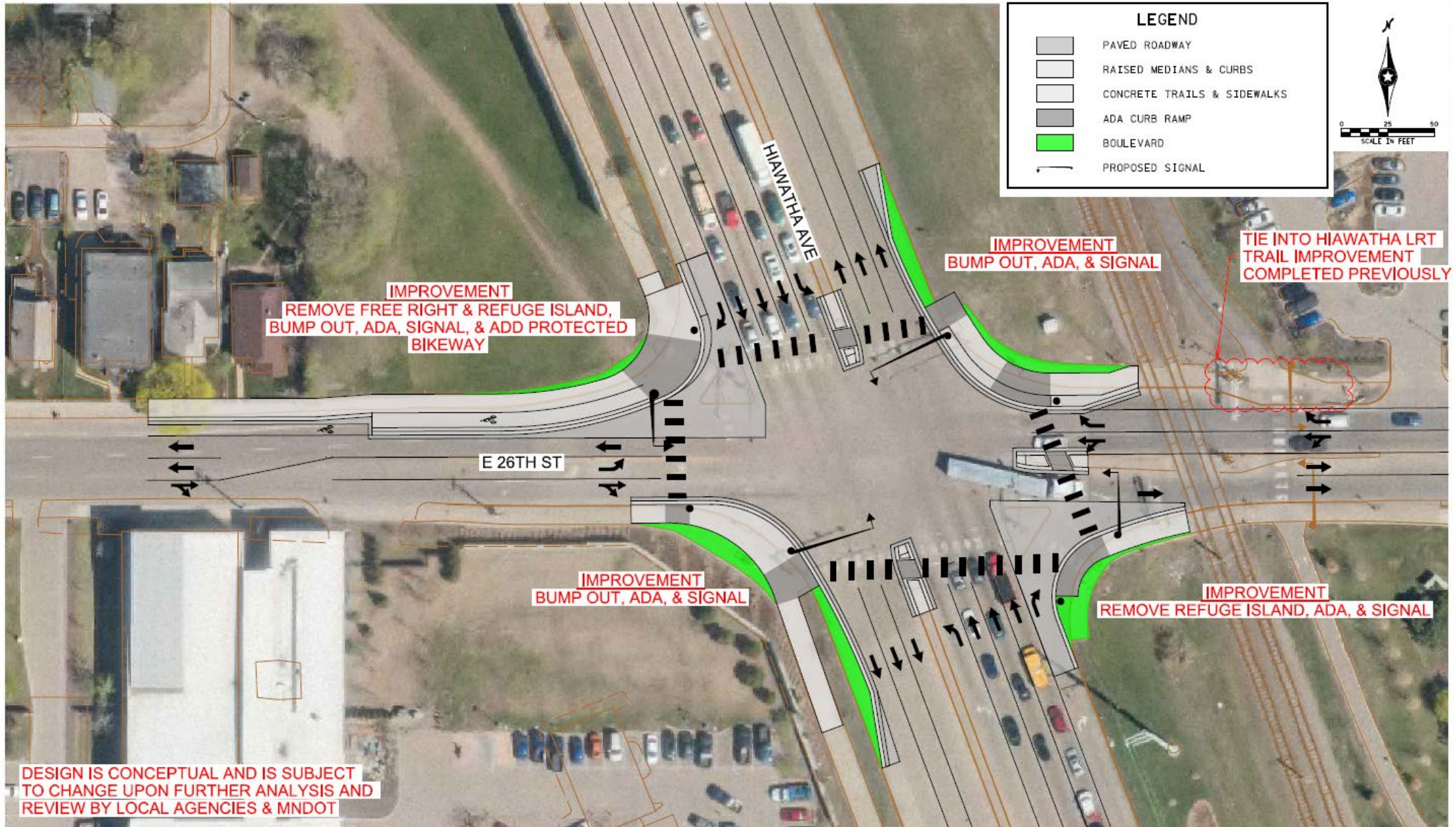
---	CONSTRUCTION LIMITS
- - -	PROPERTY LINE
- . - . -	CITY OF MPLS R.O.W. LINE
---	BUILDING
oo	WASTE/RECYCLING RECEPTACLE
	BIKE RACK
—	BENCH
■	MOVEABLE SEATING
■	MOVEABLE PLANTER
▶	BUILDING ENTRY

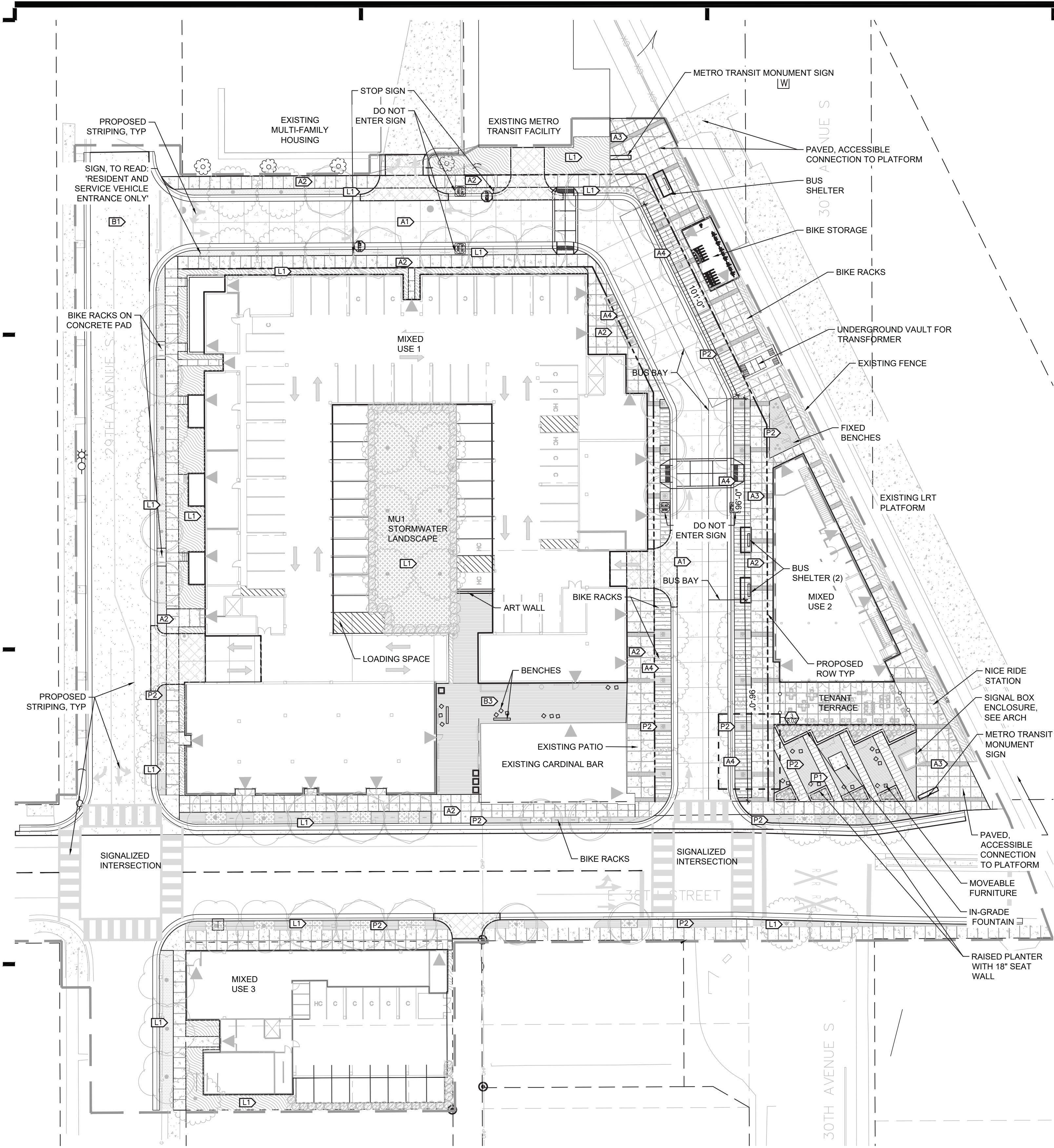
MATERIALS KEY:

A1	CONCRETE PAVING, REFER TO C601
A2	CONCRETE WALK
A3	DECORATIVE CONCRETE PAVING TYPE 1
A4	DECORATIVE CONCRETE PAVING TYPE 2
B1	BITUMINOUS PAVEMENT, REFER TO C601
P1	PAVER TYPE 1
P2	PAVER TYPE 2
L1	LANDSCAPE AREA, SEE L1.01

- 30th Avenue Construction
- 29th Avenue Reconstruction
- Traffic Signals
- Sidewalk Improvements
- Secure Bike Storage

Planned improvements to Hiawatha Ave and East 26th Street – Improvements to Hiawatha Ave and 38th Street will be modeled on this design





- LEGEND**
- CONSTRUCTION LIMITS
 - PROPERTY LINE
 - CITY OF MPLS R.O.W. LINE
 - BUILDING
 - ∞ WASTE/RECYCLING RECEPTACLE
 - ⊥ BIKE RACK
 - BENCH
 - MOVEABLE SEATING
 - MOVEABLE PLANTER
 - ▶ BUILDING ENTRY

- MATERIALS KEY:**
- A1 CONCRETE PAVING, REFER TO C601
 - A2 CONCRETE WALK
 - A3 DECORATIVE CONCRETE PAVING TYPE 1
 - A4 DECORATIVE CONCRETE PAVING TYPE 2
 - B1 BITUMINOUS PAVEMENT, REFER TO C601
 - P1 PAVER TYPE 1
 - P2 PAVER TYPE 2
 - L1 LANDSCAPE AREA, SEE L1.01

LHB
PERFORMANCE DRIVEN DESIGN.
 LHBcorp.com
 701 Washington Ave. N, Ste 200 | Minneapolis, MN 55401 | 612.338.2029
 SUBCONSULTANT LOGO:

PROJECT LEADER:
LANDERGROUP
 urban placemaking
 3802 Nicollet Ave. South
 Suite 200
 Minneapolis, MN 55409

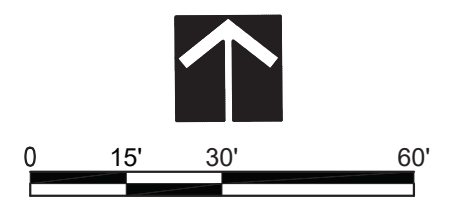
THIS SQUARE APPEARS 1/2"X1/2" ON FULL SIZE SHEETS.

NO	DATE	REVISION
2	6/2/17	LUA SUBMITTAL
1	4/5/17	CITY PDR SUBMITTAL
NO	DATE	ISSUED FOR

PRELIMINARY
 NOT FOR CONSTRUCTION
 6/2/17

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38TH STREET STATION
 3805 29th AVE. S.
 MINNEAPOLIS, MN 55406
 DRAWING TITLE:
SITE PLAN

1 SITE PLAN
 Scale: 1" = 30'



FILE: ..\160562\600 Drawings\C160562 C200 Site Plan.dwg
 DRAWN BY: SKW
 CHECKED BY: LAM
 PROJ. NO: 160562
 DRAWING NO: **C2.01**



Attached Maps

1. 38th Street Station – Transit Center Layout
2. Hiawatha Avenue and 38th Street Intersection – Initial Design
3. 38th Street Station – Preliminary Site Plan
4. Application Generated Maps
 - a. Population/Employment Summary
 - b. Regional Economy
 - c. Transit Connections
 - d. Socio-Economic Conditions
 - e. Grant Application System Map – Showing Areas of Concentrated Poverty and Regional Environmental Justice Areas
5. 2016 Survey Trip Origins Observed at 38th Street Station
6. Areas of Persistent Poverty along METRO Blue Line
 - a. Federal definitions of Area of Persistent Poverty and Historically Disadvantaged Community



Definitions

A project is located in an **Area of Persistent Poverty** if:

- (1) the **County** in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates; **OR**
- (2) the **Census Tract** in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; **OR**
- (3) the project is located in any territory or possession of the United States.

A project is located in a Historically Disadvantaged Community if:

- (1) the project is located in certain qualifying census tracts, identified in [this table](#); **OR**
- (2) the project is located on Tribal land; **OR**
- (3) the project is located in any territory or possession of the United States.

38th Street Station Modernization

Metro Transit is seeking \$5,136,000 in federal funds through the Regional Solicitation process, matched with \$1,284,000 in local funds for modernization of the 38th Street Station Transit Center. Opened in 2004, the design of the 38th Street Station Transit Center did not incorporate the full breadth of modes now available to transit users – notably, the current design lacks support for micromobility services or the current level of walking or rolling access to the station. In addition, the proximity of the existing bus turnaround to the intersection with Hiawatha Avenue results in backed up traffic and transit delays.

This project will make critical improvements to bus operations, pedestrian access, micromobility facilities and bicycle infrastructure. These improvements will provide faster and more reliable transit service; faster, safer, and more pleasant pedestrian connections and waiting spaces; safer bicycle connections and more plentiful bicycle storage solutions. Providing a safer and more convenient crossing for pedestrians and cyclists is a particularly important equity component of this project.

By making more efficient use of land, a portion of the site will also become available for future transit-oriented development (TOD). This TOD will introduce new transit riders, create a safer and more pleasant transit user experience by adding activity to the site, bring new commercial space to the neighborhood, and introduce new access to both affordable and market rate housing for local communities.

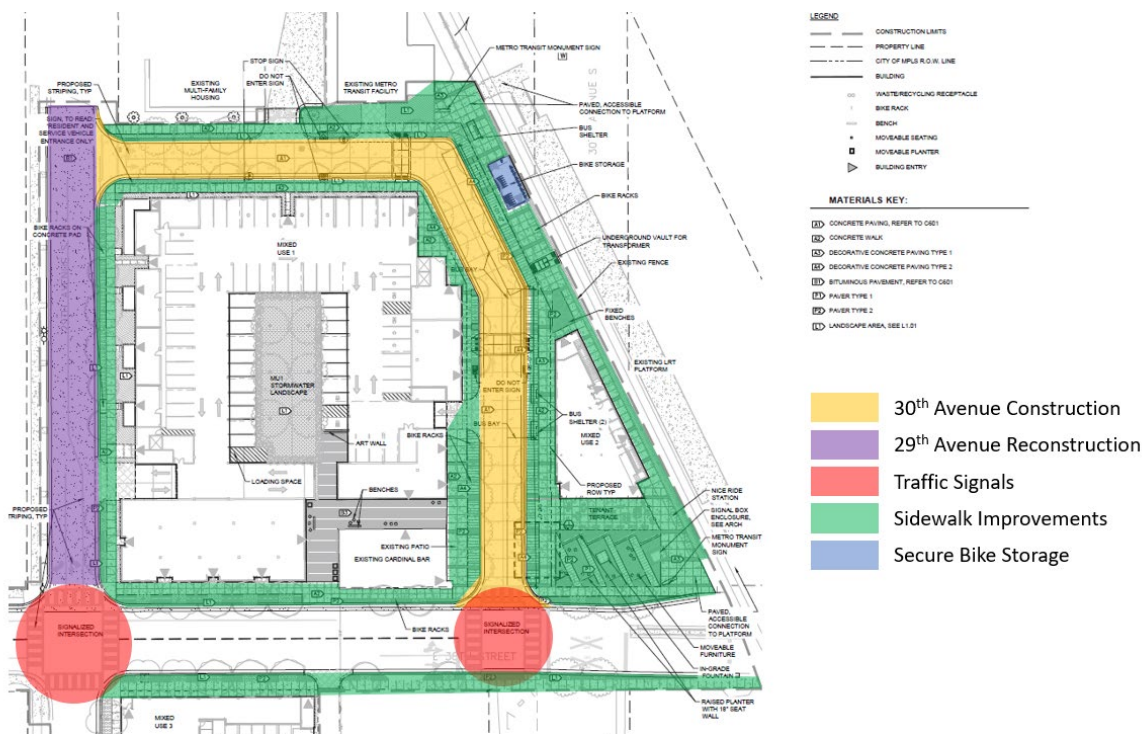


Figure: 38th Street Station Mobility Hub project scope.

38th Street Transit Center

Existing Conditions





**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

April 14, 2022

Michael Krantz
Transit Oriented Development
Metro Transit

Re: MnDOT Letter for Metro Transit's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation Funding Request for the 38th Street Station mobility hub project

Michael Krantz,

This letter documents MnDOT Metro District's recognition for Metro Transit to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for the 38th Street Station mobility hub project.

As proposed, this project impacts MnDOT right-of-way on Hiawatha Avenue (TH 55). As the agency with jurisdiction over TH 55, MnDOT will allow Metro Transit to seek improvements proposed in the application. Details of any future maintenance agreement will need to be determined during project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

There is no funding from MnDOT currently planned or programmed for this improvement. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Metro Transit as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to West Area Manager April Crockett at April.Crockett@state.mn.us.

Sincerely,

Molly McCartney
Metro District Capital Program Manager

CC: Michael Barnes, Metro District Engineer, April Crockett, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer